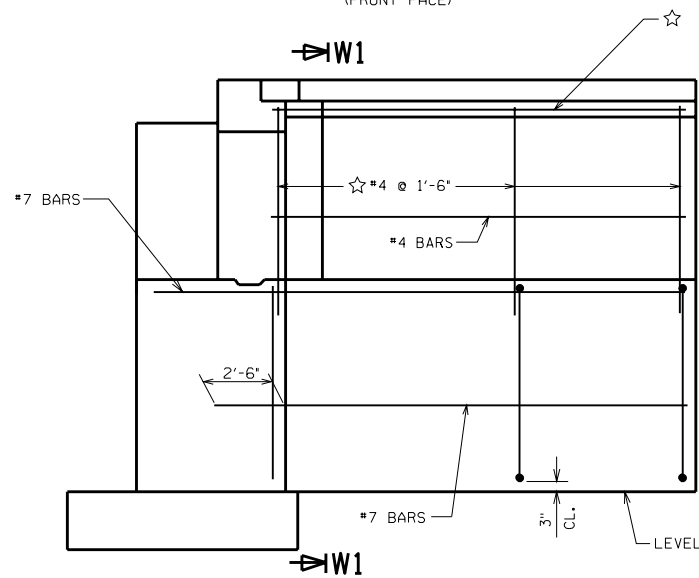
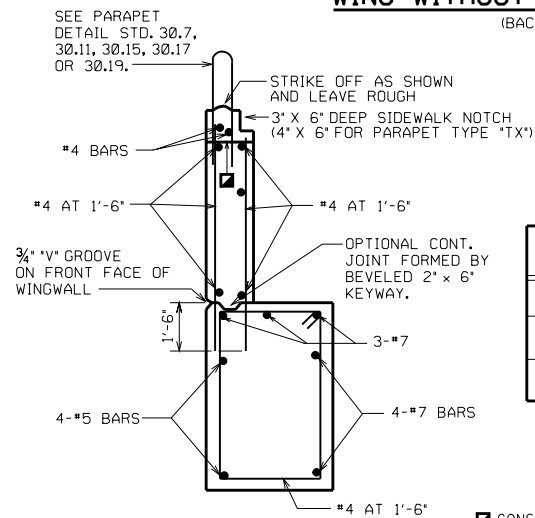


WING WITHOUT PILE ELEVATION
(FRONT FACE)



WING WITHOUT PILE ELEVATION
(BACK FACE)



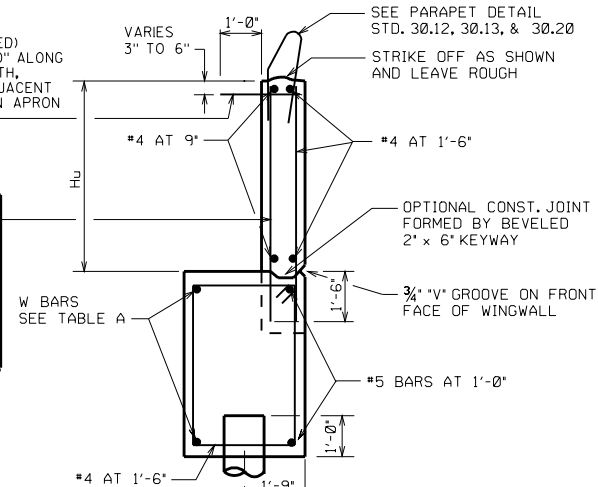
SECTION W1

CONC. PARAPET AND SIDEWALK

■ CONSTRUCTION JOINT, LEAVE ROUGH. REQUIRED FOR PRESTRESSED CONCRETE SUPERSTRUCTURES. OPTIONAL FOR OTHERS. POUR CONCRETE ABOVE THIS JOINT AFTER DECK IS IN PLACE.

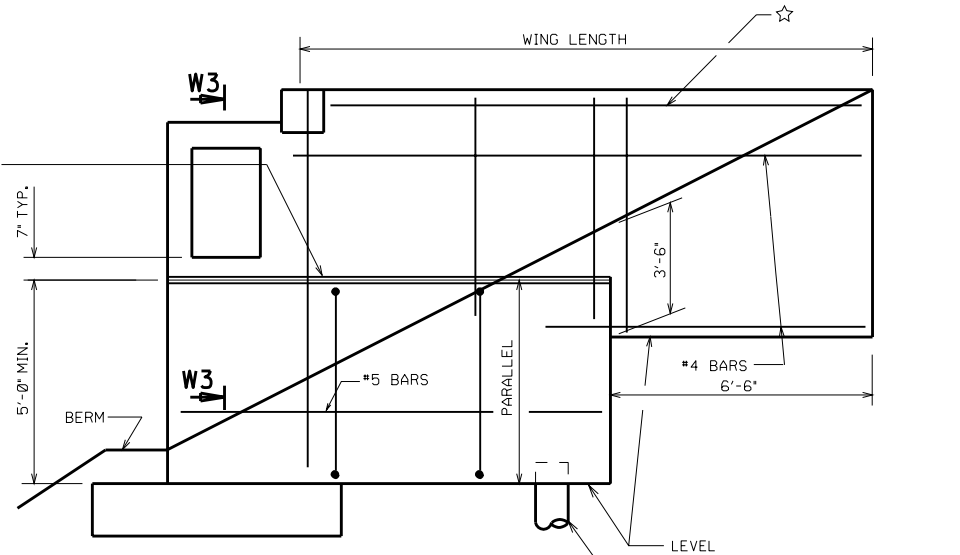
$\#4$ DOWELS (COATED) $2'-0"$ LONG AT $1'-0"$ ALONG ENTIRE WING LENGTH. PLACE IN WING ADJACENT TO SURFACE DRAIN APRON ONLY.

H_U	
$\leq 5'-0"$	$\#5 @ 1'-0"$
$> 5'-0"$ TO $7'-0"$	$\#5 @ 1'-0"$
$> 7'-0"$	$\#5 @ 7"$

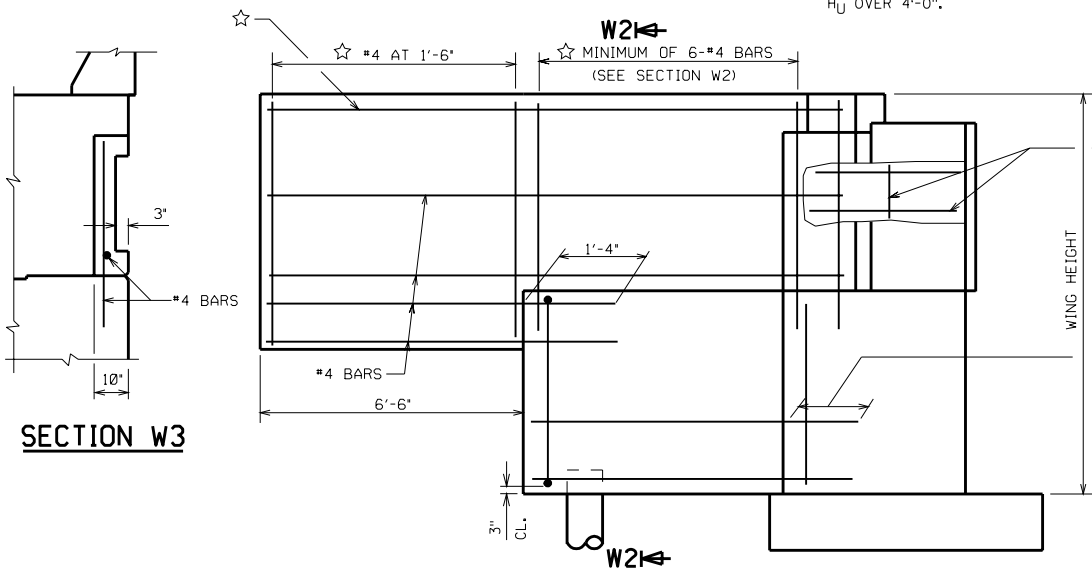


SECTION W2

TYPE "LF" OR "HF" PARAPET



WING WITH PILE ELEVATION
(FRONT FACE)



WING WITH PILE ELEVATION
(BACK FACE)

DESIGNER NOTES

LENGTH OF A3 BARS SHALL BE \geq TO WING LENGTH.

WING WITH PILE & WING WITHOUT PILE CAN BE USED FOR EITHER SIDEWALK OR SLOPED FACE PARAPETS. THE TYPE OF WING TO USE IS BASED ONLY ON THE WING HEIGHT AND WING LENGTH LIMITATIONS SHOWN.

LAP LENGTH FOR HORIZONTAL BARS SHALL BE BASED ON A "CLASS C" TOP TENSION LAP SPLICE.

FRONT ROW PILES ARE DESIGNED FOR AN EQUIVALENT FLUID PRESSURE OF 40 P.S.F. AND SUPERSTRUCTURE REACTIONS "P". BACK ROW PILE DESIGN IS BASED ON AN EQUIVALENT FLUID PRESSURE OF 20 P.S.F. AND "P".

\star IF "F", "W" OR "M" STEEL RAILING IS ATTACHED TO TOP OF WINGS, INSTEAD OF PARAPETS AS SHOWN, SEE DETAIL "A".

WHEN TYPE "F", "W", OR "M" RAILING IS USED, LOCATE NAME PLATE ON FIRST RIGHT WING TRAVELING UP STATION.

ALL WING BARS SHALL BE EPOXY COATED.

FOR MODULAR EXPANSION JOINTS W/CONC. DIAPH. RUNNING TO EDGE OF DECK: IF SIDEWALL IS USED, FORM SIDEWALL 2" BELOW CONC. DIAPH.

DESIGN LOADS

HORIZONTAL EARTH LOAD = 33 P.S.F.
 EQUIV. FLUID PRESSURE.
 LIVELOAD = 2' SURCHARGE
 LOAD FACTOR (WINGS) = 1.3 ($5/3$ LL + $5/3$ E)
 LOAD FACTOR (BODY) = 1.3 ($5/3$ LL + 1.3 E)
 $f_y = 60,000$ P.S.I.
 $f'_c = 3,500$ P.S.I.

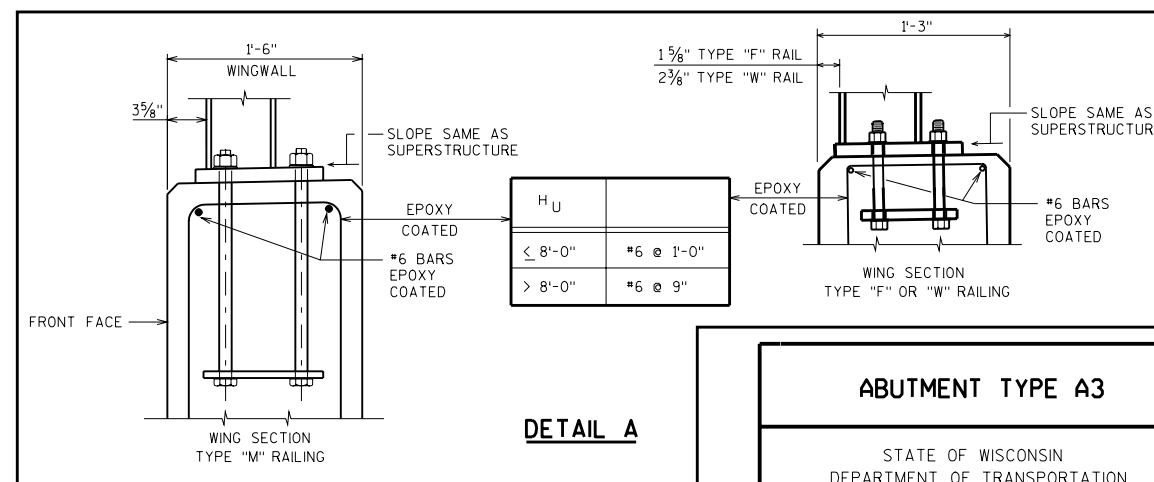
SIDE WALL REINF. $\#4$ BARS AT $1'-0"$ CTRS. (EMBED $1'-3"$)

\geq	LENGTH
$\#5$	$1'-6"$
$\#6$	$1'-10"$
$\#7$	$2'-6"$
$\#8$	$3'-2"$
$\#9$	$3'-9"$
$\#10$	$4'-6"$

TABLE A

WING 2 LENGTH	WING 2 HEIGHT				BARS
	10'-0"	11'-6"	13'-0"	14'-6"	
12'-0"	—	5- $\#5$	—	—	W
	—	6- $\#5$	—	—	A3
16'-0"	5- $\#6$	6- $\#6$	5- $\#7$	—	W
	6- $\#6$	4- $\#8$	6- $\#7$	—	A3
20'-0"	6- $\#7$	5- $\#8$	6- $\#8$	7- $\#8$	W
	4- $\#9$	5- $\#9$	6- $\#9$	7- $\#9$	A3
24'-0"	6- $\#9$	7- $\#9$	7- $\#10$	8- $\#10$	W
	8- $\#8$	8- $\#9$	8- $\#10$	9- $\#10$	A3
26'-0"	6- $\#10$	7- $\#10$	6- $\#10$ *	7- $\#10$ *	W
	6- $\#10$	8- $\#10$	8- $\#10$ **	9- $\#10$ **	A3

* USE $4'-6"$ FOR LOWER WING POUR WIDTH
 ** USE $3'-3"$ MIN. FOR BEARING SEAT WIDTH



ABUTMENT TYPE A3

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 STRUCTURES DEVELOPMENT SECTION

APPROVED: _____ DATE: 6-02